

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
 SUBSCRIBED CAPITAL, Yen 1,000,000
 PAID-UP CAPITAL, " 300,000
 RESERVE FUND, " 600,000
 HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES:
 KOREA, LONDON, SAN FRANCISCO,
 NEW YORK, LYONS, HONGKONG,
 HONOLULU, SHANGHAI.

LONDON BANKERS:
 The London Joint Stock Bank, Limited,
 Parr's Bank, Limited,
 The Union Bank of London, Limited.

HONGKONG AGENCY—Interest allowed.
 On Current Account at the rate of 2%
 per annum on the daily balance.
 On fixed deposits for 12 months, 3%
 per annum.
 On fixed deposits for 6 months, 4%
 per annum.
 On fixed deposits for 3 months, 3%
 per annum.

S. CHOW, Agent.
 Hongkong, March 24, 1898.

THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORIZED CAPITAL, £1,000,000.
 PAID-UP CAPITAL, £250,000.

HEAD OFFICE—HONGKONG.

COURT OF DIRECTORS:
 D. GILLES, Esq., Chairman,
 CHAN KUI SHAM, Esq., Deputy Chairman,
 KWAN HOI CHUN, Esq.,
 G. W. F. PLAYFAIR, Esq.,
 Interest for 12 months fixed 5%
 Hongkong, November 30, 1897.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAY-UP CAPITAL, £10,000,000.
 RESERVE FUND, £8,000,000.
 RESERVE LIABILITY, £10,000,000.
 PROFIT AND LOSS, £10,000,000.

COURT OF DIRECTORS:
 Hon. J. B. BELL, Esq., Chairman,
 R. M. GRAY, Esq., Deputy Chairman,
 C. BERNARD, Esq.,
 D. GILLES, Esq.,
 CHAN KUI SHAM, Esq.,
 KWAN HOI CHUN, Esq.,
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 Interest for 12 months fixed 5%
 Hongkong, November 30, 1897.

HONGKONG SAVINGS BANK.

THE BUSINESS OF THE ABOVE BANK IS CONDUCTED BY THE HONGKONG AND SHANGHAI BANKING CORPORATION.

INTEREST ON deposits is allowed at 3% PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation,
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 Hongkong, August 1, 1895.

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.
 HEAD OFFICE, LONDON.

CAPITAL PAID-UP, £200,000.
 RESERVE FUND, £1,125,000.
 PAID-UP CAPITAL, £200,000.
 RESERVE FUND, £1,125,000.

INTEREST allowed on Current Account at the rate of 2% per annum on the daily balance.

On Fixed Deposits for 12 months 4%
 " 6 " 3%
 " 3 " 2%
 T. H. WHITEHEAD, Manager.
 Hongkong, May 25, 1898.

THE MERCANTILE BANK OF INDIA LIMITED.

AUTHORIZED CAPITAL, £1,500,000.
 SUBSCRIBED CAPITAL, £1,125,000.
 PAID-UP CAPITAL, £200,000.
 RESERVE FUND, £1,125,000.

INTEREST allowed on Current Account at the rate of 2% per annum on the daily balance.

On Fixed Deposits for 12 months 4%
 " 6 " 3%
 " 3 " 2%
 J. THURBURN, Manager.
 Hongkong, December 1, 1897.

THE BACK DOOR.

THE BACK DOOR, which appeared in the CHINA MAIL, has been reprinted, and may be obtained from the following:

THE CHINA REVIEW.

PUBLISHED MONTHLY.

THIS Review, which was intended to meet the wants of many students of Chinese history and literature, has reached its twenty-third volume. The Review discusses the history of China from the earliest times to the present day, and is a most valuable work for all who are interested in the history and literature of China.

The Review is published monthly, and is a most valuable work for all who are interested in the history and literature of China.

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Intimations.

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Intimations.

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Intimations.

THE CHINESE MAIL

報 日 字 華 (Wah Tai Yat Po)

THIS paper is now issued every day. The subscription is fixed at Five Dollars per annum delivered in Hongkong, or Eleven Dollars Forty Cents including postage to other ports. It is the first Chinese Newspaper ever issued under purely native direction. The chief support of the paper is of course derived from the native community, amongst whom also are to be found the gentry and scholars, necessary to place it on a business and legal footing. The projects, having their estimates upon the most reliable information from the various Ports in China and Japan, from Australia, California, Singapore, Penang, Saigon, and other places frequented by the Chinese, consider themselves justified in guaranteeing a large and ever-increasing circulation. The advantages offered to advertisers are therefore unusually great, and the foreign community generally will find it to their interest to avail themselves of them.

The field open to a paper of this description—conducted by native efforts, but progressive and anti-obstruction in tone—is almost limitless. It is on the one hand a Chinese paper, and on the other a paper that can be given to the foreigner. Like English journals it contains Editorials, with Local, Shipping, and Commercial News and Advertisements. Subscription orders for the above may be sent to **GEO. MURRAY BAIN**, Chinese Mail Office.

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A BLOODY BATTLE.

THE FAMOUS SEA-FIGHT BETWEEN THE CHILIANESQUE VARS.

In a vivid article on the Chilean-Peruvian War of 1879, which was the result of a quarrel over the nitrate beds near Antofagasta, Bolivia, Claude H. WETMORE, in the Century Magazine for April, gives a graphic account of one of the most famous sea-fights of modern times. In May, 1879, Admiral Grau, an able officer who was a graduate of the French Naval Academy, and Captain Moore, a half-breed, in command of the Peruvian turret-ship *Huascar* and ironclad *Independencia*, respectively, sighted the Chilean ships *Concepcion* and *Esmeralda* at Iquique, off the coast of Bolivia. In an engagement which followed, the *Huascar* after shelling the wooden ship *Esmeralda* for two and a half hours, sank her, and succeeded, after three attempts, in sinking her rival. The *Independencia*, Peru's most powerful ironclad, on the other hand, was coaxed by the *Concepcion* into shallow water, where she struck a reef and sank within half an hour. Thus the battle of Iquique was turned from a Peruvian victory into a defeat, the *Concepcion* having made good her escape.

Within three months a land battle was fought, near Tarma, and then for a few months there was a cessation of hostilities, while preparations for a more active struggle were made by both sides. Becoming tired of inactivity, Admiral Grau urged President Prado to allow him to take to the sea again, and finally gained consent to this. He was given the *Huascar* and the *Independencia*. For three months they proved the terror of the Chilean coast. Grau would steam into a harbor of a morning with the *Huascar*, leaving the *Independencia* to watch in the offing, destroy all of the enemy's landworks that could be reached with his guns, and then, after sunset, would leave her before daylight. The destruction of unimportant objects soon ceased being exciting, however, and as the coal supply was low and there were no fresh provisions on board, Grau decided to return to Callao.

On the night of October 3, 1879, when only four days from home, they encountered the Chilean *Albatross* *Cochrane*, from which they attempted to fly, having been ordered by President Prado not to risk a conflict with one of the enemy's battleships. When this proved useless, Grau took the *Huascar* and *Independencia* to the *Cochrane*, and prepared for battle. What followed is best told by Mr. Wetmore, who writes: "At nine o'clock the *Cochrane* was within three thousand yards, and Grau, having given a last glance around, and having signalled the *Independencia* to keep out of the fight, ordered the *Huascar* to open fire. This was to prove his tomb. Not a shot had as yet been fired. These modern ships, carrying guns that could throw a shell from four to five miles, reserved their fire for closer quarters. Five minutes later Grau gave a command to the officer in the turret, to open fire. The *Huascar* then opened her 10-inch guns whistled over the water. The commander of the *Cochrane* evidently did not wish for close range, and did not reply until three shots had left the turret of the little ship. Finally the answer came in the shape of a broadside, and a shell struck just above the water-line. A moment later, the *Galling* guns in the tops of both ships were brought into action, and a laden hull began to patter, while great projectiles were hurled from the large deck cannons. The rapid-firing pieces of the Chileans were trained upon the *Huascar*'s turret, and the *Huascar*'s turret was the target of the latter vessel was aimed at the gunports of the enemy. Many a man dropped, dead or wounded, by one of these small shots. For fifteen minutes not much was accomplished by the great guns; the heavy shot either fell short of the target or was lost in the water. By this time, when the ships were within fifteen hundred yards of each other, a shell from the *Cochrane* entered the *Huascar*'s turret, exploded, and killed twelve men. But the place of the dead were quickly taken by men from below, the chamber was cleared of the corpses, the guns were loaded, and the turret was again brought into action. The *Huascar* scored an advantage. One of her 10-inch shells forced its way through a casemate on the starboard side of the *Cochrane*, exploded on the deck, dismantled a gun, and killed several men. For a few minutes the enemy was in such confusion that a capture was possible, and it became almost a panic on the *Cochrane* when the *Huascar* edged in closer, her sailors cheering as they again discharged the twin pieces.

At this stage of the combat victory seemed for a moment on the red, white, and red, but even as it did the commander of the *Cochrane* saw that the *Huascar* had not perceived the fact, which he had observed, that the *Huascar*'s side was the fire-warm the Peruvian admiral had of assistance coming to the Chileans and looking to starboard through a porthole in the bonnet-plate, he saw the *Blanco Encalada* bearing down a while veering toward, and then a sudden change of the rapidly approaching iron-clad. When the *Cochrane* and the *Concepcion*, evidently starting off to give chase to the *Union*, by this time well in the offing, and fitted, because of her superior speed, to take care of herself. Grau therefore turned his attention to his own ship, which indeed was in sore straits. Seeing that at last the *Huascar* and *Independencia* had redoubled their efforts, and when the *Blanco* had ranged along to port the horror of it began, and the engagement resolved itself into a marine carnage; for the *Huascar* lay between two fires—the *Concepcion* to starboard, the *Blanco* to port, and both so near that the gunners through the turret of the little ship could see the faces of their adversaries as the latter sighted the pieces on the Chilean boats.

From the first of the battle the encouraging voice of Grau had come to the men in the turret, through speaking-tubes from the conning tower, but when the *Blanco* crowded into the thick of it and great shot struck the *Huascar*'s sides as regularly as blows of a battering-ram, the orders of the commander were no longer heard. The officer in charge of the turret called to his gunners, and when they answered, and when Commander Elms Aguero came up the turret, he saw that the turret was empty. A shell had struck the conning-tower, and had taken off Grau's head as he stood by the turret. The *Huascar* was now a helpless wreck, and the *Blanco* had cleared away so that a person could speak, a midshipman called out that one of the great guns had been dismantled, and twenty men killed. The survivors turned the bodies through the hatch that opened into the deck below, thus releasing the trapped machinery, and the corpses, piled down, were seen lying on the deck. "One more shot was left in the conning-tower," Lieutenant Phillips hastened there, but before he could enter he was compelled to push three bodies out of the way. He had barely given his first command when a bullet from the conning-tower

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A. G. GORDON, General Manager.

Hongkong, April 1, 1898.

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